

# The Gazette of India



सत्यमेव जयते

PUBLISHED BY AUTHORITY

No. 10] NEW DELHI, SATURDAY, JUNE 10, 1950

## NOTICE

The undermentioned Gazettes of India Extraordinary were published during the week ending the 7th June 1950:—

S. No.	No. and Date	Issued by	Subject
1	S. R. O. 76, dated the 27th May 1950.	Ministry of Rehabilitation	The Displaced Persons (Registration of Claims) Rules, 1950.
2	S. R.O. 76-A, dated the 2th May 1950.	Ministry of Commerce	Appointment of certain dates on which some sections will come into force under section 1 of the Insurance (Amendment) Act, 1950 (XLVII of 1950).

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of this Gazette.

## PART II—Section 3

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

## MINISTRY OF HOME AFFAIRS

*New Delhi, the 6th June 1950*

**S.R.O. 117.**—In exercise of the powers conferred by section 4 of the Special Criminal Courts (Jurisdiction) Act, 1950 (XVIII of 1950), the Central Government is pleased to direct that the following entry shall be added to the Schedule to the said Act, namely:—

“1949 XXI The West Bengal Criminal Law Amendment (Special Courts) Act, 1949.”

[No. 16/11/50-Judicial].

E. C. GAYNOR, Dy. Secy.

**MINISTRY OF FINANCE (REVENUE DIVISION)****CUSTOMS***New Delhi, the 8rd June 1950*

**S. R. O. 118.**—In exercise of the powers conferred by section 15 of the Sea Customs Act, 1878 (VIII of 1878), the Central Government is pleased to cancel the notifications of the Government of India in the Ministry of Finance (Revenue Division), No. 44-Customs, dated the 23rd October 1948 and No. 49-Customs, dated the 24th September 1949, prohibiting the bringing into India of the following newspapers, namely:—

- |                   |   |                                   |
|-------------------|---|-----------------------------------|
| 1. Zamindar,      | } | Printed and published at Lahore.  |
| 2. Ahsan,         |   |                                   |
| 3. Jadid-e-Nizam, |   |                                   |
| 4. Al-Islah,      |   |                                   |
| 5. Jang,          | } | Printed and published at Karachi. |
| 6. Musalman,      |   |                                   |
| 7. Anjam,         |   |                                   |

[No. 52.]

K. R. P. AIYANGAR, Joint Secy.

**HEADQUARTERS ESTABLISHMENT***New Delhi, the 10th June 1950*

**S.R.O. 119.**—The following notification by the Income-tax Investigation Commission is published for general information:—

**“NOTIFICATION**

It is notified for general information that Mr. T. Gopala Menon, Income-tax Officer, Coimbatore, who was notified as an Authorised Official under the Commission in the Ministry of Finance (Revenue Division) Notification No. 40 dated the 19th June 1948 has now reverted to the Income-tax Department, and the authorization issued in his favour by the Commission in the said notification is hereby cancelled.

H. S. RAMASWAMI,  
Secretary,

Income-tax Investigation Commission.”

[No. 25]

A. V. VENKATESWARAN, Dy. Secy.

**CENTRAL BOARD OF REVENUE****INCOME-TAX***New Delhi, the 10th June 1950*

**S.R.O. 120.**—The following draft of certain further amendments to the Indian Income-tax Rules, 1922, which the Central Board of Revenue proposes to make in exercise of the powers conferred by sub-section (1) of section 50 of the Indian Income-tax Act, 1922 (XI of 1922) is published, as required by sub-section (4) of the said section, for the information of all persons likely to be affected thereby and notice is hereby given that the said draft will be taken

into consideration on or after the 30th June, 1950. Any objection or suggestion which may be received from any person with respect to the said draft before the date specified will be considered by the said Board.

*Draft Amendment*

In the assessment form appended to Rule 20 of the said Rules,

- (1) In part II—for items (e) and (f) the following items shall be substituted namely:—

“(e) Interest on tax free securities,

(f) Income accruing or arising in the State of Jammu and Kashmir which is exempt unless brought into the territory of India other than the said State”.

- (2) In part III—under the heading “Deduct”—

(a) the words “Tax paid in Mysore State, Civil and Military Station, Bangalore or in an administered area” shall be omitted;

(b) at the end the words and letters,

“Rebate on income arising in—

(a) merged territories

(b) Part B States.”

shall be inserted.

[No. 68].

**S.R.O. 121.**—In pursuance of sub-section (4) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922), the Central Board of Revenue directs that the following amendment shall be made in its notification No. 47-D/Income-tax, dated the 25th September, 1948, namely:—

In the schedule appended to the said notification serial No. 5 Messrs. Ganeshnarayan Onkarmal shall be deleted.

[No. 69].

**S. R. O. 122.**—In pursuance of sub-section (4) of Section 5 of the Indian Income-tax Act, 1922 (XI of 1922), the Central Board of Revenue directs that the following further amendment shall be made in its Notification No. 82—Income-tax, dated the 9th November 1946 namely:—

In the Schedule appended to the said notification for the sub-head “VII Delhi, East Punjab and Ajmer-Merwara” and the Ranges, income-tax circles and wards specified hereunder, the following sub-heads, ranges, income-tax circles and wards shall be substituted, namely:—

**VII. Delhi, Ajmer, Rajasthan and Madhya Bharat:**

- |           |  |
|-----------|--|
| Delhi ‘A’ | 1. All Contractors Circles, New Delhi.       |
|           | 2. All Companies Circle, New Delhi.          |
|           | 3. All Salary Circles, Delhi.                |
|           | 4. All ‘F’ Wards, New Delhi                  |
| Delhi ‘B’ | 1. All wards (except all F Wards New Delhi). |
|           | 2. Delhi Central Circle                      |
|           | 3. Ajmer                                     |
|           | 4. Beawer,                                   |

**VII. A. Punjab, Himachal Pradesh, Bilaspur, Patiala and East Punjab States Union—**

- Amritsar A.    1. Amritsar (B.C.D.E. wards).  
                  2. Gurdaspur.  
                  3. Kangra.  
                  4. Jullundur.  
                  5. Hoshiarpur.
- Amritsar B.    1. Ludhiana.  
                  2. Ferozpur.  
                  3. Amritsar (A.F. and G. Wards).
- Ambala.        1. Ambala-Bilaspur.  
                  2. Hissar.  
                  3. Simla.  
                  4. Karnal.  
                  5. Rohtak.  
                  6. Himachal Pradesh.

[No. 70].

PYARE LAL, Secy.

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**MINISTRY OF COMMERCE**

CENTRAL TEA BOARD

*New Delhi, the 10th June 1950*

**S. R. O. 123.**—In pursuance of section 4 of the Central Tea Board Act, 1949 (XIII of 1949), the Central Government is pleased to notify that Mr. G. Kydd of Ethelbari Tea Estate, Birpara Post Office, Dooars nominated by the Indian Tea Association (without Assam Branch) shall be a member of the Central Tea Board *vice* Mr. W. D. Simpson.

2. Mr. G. Kydd shall hold office for a term of three years with effect from the date of this notification.

[806(1)-Law(Tea)/50.]

M. A. MULKY, Dy. Secy.

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**MINISTRY OF INDUSTRY AND SUPPLY***New Delhi, the 2nd June 1950*

**S. R. O. 124.**—In exercise of the powers conferred by clause (b) of section 4 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to direct that the power to make orders under clauses (a) and (j) of sub-section (2) of Section 3 of the said Act shall, in relation to the regulation of the trade of fabricators of iron and steel in the State of Madras, be exercisable also by the Government of Madras.

[1(1)-4(48).]

N. R. REDDY, Under Secy.

*New Delhi, the 10th June 1950.*

**S.R.O. 125.**—In exercise of the powers conferred by section 3 of the Drugs (Control) Act, 1950 (XXVI of 1950), the Central Government is pleased to direct that the following further amendment shall be made in the notification of the Government of India in the Ministry of Industry & Supply, No. I-(IV)/1-Drugs, dated the 3rd October, 1949, namely:—

In the Schedule annexed to the said notification,—

(1) To the entries under the heading "The Upjohn Company USA" the following entries shall be added, namely :—

**Pyridoxine Hydrochloride—**

6 × 2 cc 50 Ampoules . . . . .

**Pyridoxine Hydrochloride—**

5 cc 100 mg. ampoules . . . . .

**Penicillin G Crystalline—**

10 lakh unit vials . . . . .

(2) To the entries under the heading "J.R. Geigy S.A. Basle" the following entries shall be added, namely :—

Irgafen Eye Ointment in tubes of 5 g.

Irgafen Eye Ointment in boxes of 25 tubes of 5 g.

(3) The following heading and entries shall be added, namely :—

**"LEDERIE LABORATORIES (INDIA) LTD.**

**AUREOMYCIN HYDROCHLORIDE CAPSULES—**

250 mg. per capsule . . . . . 8 capsules

**AUREOMYCIN HYDROCHLORIDE INTRAVENOUS—**

100 mg. . . . . 1 vial .

**AUREOMYCIN HYDROCHLORIDE OINTMENT—**

30 mg. per gm. . . . .  $\frac{1}{2}$  oz. tube

**AUREOMYCIN HYDROCHLORIDE OINTMENT (OPHTHALMIC)—**

1 mg. per gm. . . . .  $6\frac{1}{2}$  oz. tube

**AUREOMYCIN HYDROCHLORIDE SPERSOIDS—**

Brand of Aureomycin HCl Powder

50 mg. per dose . . . . . 25 doses

**LEDERCILLIN PARENTERAL—**

Brand of Cr	Procaine Penicillin G	1 dose
(300,000 units)	with Buffered Crystalline	(400,000
Penicillin G Potassium (100,000 units).		Units vial).

**LEDERCILLIN SPERSOIDS—**

Brand of Buffered Crystalline Penicillin G. Powder—

50,000 units each dose. . . . . 25 doses

**PACITANE (formerly ARTANE)—**

Brand of Trihexyphenidyl—2 mg. . . . . 100

**BUFFERED CRYSTALLINE PENICILLIN G**

POTASSIUM . . . . . 2,0000 units vial.

**BUFFERED CRYSTALLINE PENICILLIN G**

POTASSIUM . . . . . 500,000 units vial

**BUFFERED CRYSTALLINE PENICILLIN G POTASSIUM...**

1,000,000  
units vial

## ORDER

ORDERED that a copy of the above Notification be communicated to all Parts A, B and C States, all Ministries of the Government of India, Cabinet Secretariat, Prime Minister's Secretariat, the Planning Commission, the Indian Trade Commissioners, all Indian Embassies, the High Commissioner for India, London, His Majesty's Trade Commissioner in India, all Chambers of Commerce and Associations, the Director of Commercial Intelligence and Statistics, Calcutta, the High Commissioner for India in Pakistan, Karachi, the High Commissioner for Pakistan in India, New Delhi and the Secretary, Indian Tariff Board.

ORDERED ALSO that it be published in the *Gazette of India*.

[I(4)-80(2)/49].

P. S. SUNDARAM, Under Secy.

## MINISTRY OF HEALTH

*New Delhi, the 2nd June 1950*

**S. R. O. 126.**—In exercise of the powers conferred by sub-section (4) of section 32 of the Dentists Act, 1948 (XVI of 1948), the Central Government is pleased to direct that the first registers of dentists, prepared by the Registration Tribunal for Delhi and Ajmer shall be published in Part II, Section 3, of the *Gazette of India*.

(F. 10-23/49-MI.)

J. N. SAKSENA, Under Secy.

## MINISTRY OF FOOD

*New Delhi, the 10th June 1950*

**S.R.O. 127.**—In exercise of the powers conferred by Section 3 of the Essential Supplies (Temporary Powers) Act, 1946 (XXIV of 1946), the Central Government is pleased to make the following Order, namely:—

1. *Short title, extent and commencement.*—(1) This Order may be called the Perishable Foodstuffs (Power of Sale) Order, 1950.

(2) It applies to the ports of Bombay, Madras, Calcutta, Cochin and Vizagapattam.

(3) It shall come into force at once.

2. *Definitions.*—In this Order, unless there is anything repugnant in the subject or context,—

(1) "Port Authority" means a body of Port Commissioners or other authority empowered to administer a port;

(2) "competent authority" means, in the case of the ports of Madras and Calcutta, the Chairman of the Port Commissioners, and, in the case of the port of Bombay, the Manager Bombay Port Trust Docks, and, in the case of the ports of Cochin and Vizagapattam, the administrative officer of the Port.

3. *Power to sell perishable foodstuffs.*—(1) Where a competent authority is of the opinion that any foodstuffs placed in the custody of the Port Authority or brought within the limits of the Port Authority are of a perishable nature, the competent authority may cause a notice to be served upon the owner or other person entitled thereto by letter delivered at his address or sent by post, requiring him to remove the foodstuffs within such period as may be specified

in the notice but which period shall not be less than four days and stating that in default of compliance therewith the foodstuffs are liable to be sold:

Provided that where the address of the owner or such other person is not known, the notice may be served by publication in at least two local daily newspapers.

(2) Where any such owner or other person fails to remove the foodstuffs in pursuance of a notice served upon him under sub-clause (1), the competent authority may, in consultation with the Regional Food Commissioner of the area or the District Collector concerned, direct that the foodstuffs be sold by public auction or in such other manner as the competent authority deems fit.

4. *Application of proceeds of sale.*—The moneys received from a sale under clause 3 shall be applied as follows:—

*Firstly*, in payment of the expenses of the sale;

*Secondly*, in payment of any dues of the Central or a State Government which have a preference over the dues of the Port Authority;

*thirdly*, in payment of the dues, if any, of the Port Authority.

The surplus, if any, shall be paid to the owner of the foodstuffs or his agent on his applying for the same, provided that such application be made within one year from the sale of the foodstuffs, or good reason be shown why such application was not so made, to the satisfaction of the competent authority; and in case such application shall not be so made nor reason shown, such surplus shall be applied for the purposes of the enactment under which the Port is being administered.

[No. CG-603(38)-V].

R. L. GUPTA, Secy.

## MINISTRY OF TRANSPORT

### PORTS

*New Delhi, the 2nd June 1950*

**S.R.O. 128.**—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908) the Central Government is pleased to make the following rules for the regulation and management of the port of Kandla, the same having been previously published as required by sub-section (2) of the said section, namely:—

### Rules

### PORT OF KANDLA

### RULES FOR THE REGULATION AND MANAGEMENT OF THE PORT

#### I.—Preliminary

1. *Short Title.*—(1) These rules may be called the Port of Kandla (Regulation and Management) Rules, 1950.

(2) They shall apply within the port limits only.

2. *Definition*—In these rules, unless there is anything repugnant in the subject or context,—

(a) 'Assistant Conservator' means the Officer appointed by the Government of India to hold charged under the supervision of Deputy Conservator, of the berthing, Piloting and mooring of all vessels within the limits of the port.

- (b) 'Assistant Traffic Manager' means the Officer appointed by the Government of India to hold charge, under the supervision of Deputy Conservator, of the Traffic Department.
- (c) "Bulk Oil Vessel" means a vessel licensed to carry petroleum in bulk as cargo.
- (d) "Dangerous petroleum" means petroleum having its flashing point below seventy six degrees of Fahrenheit's
- (e) 'Deputy Conservator' means the officer acting under the authority of the Conservator of the Port.
- (f) "Fuel Oil" means petroleum oil having a flash point of not less than 150° Fahrenheit and ordinarily used as fuel in engines or furnaces.
- (g) "General Guarantee" means a guarantee in the form printed as appendix "B".
- (h) "Goods" includes wares and merchandise of every description, including live stock.
- (i) "Master" in relation to any vessel means any person (except a pilot or harbour master) having, for the time being, the command or charge of such vessel.
- (j) "Owner" when used in relation to goods, includes any consignor, consignee, shipper or agent for the sale or custody thereof, and when used in relation to any vessel, includes any part owner, charterer, consignee, or mortgagee or agent in charge thereof.
- (k) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon, but it does not include any oil ordinarily used for lubricating purposes and having its flash point at or above two hundred degree Fahrenheit's.
- (l) "Petroleum in bulk" means petroleum in quantities exceeding 500 gallons contained in any one receptacle.
- (m) 'Port' means the Port of Kandla as defined in Government of India, Ministry of Transport, Notification No. 19-P(82)/48-1 dated 31-1-50.
- (n) 'Port authority' means the Officer appointed from time to time by the Government of India to hold charge of the Port Administration.
- (o) "Premises" include all properties of the Port used in connection with the handling, accommodation and storage of goods.
- (p) "Vehicle" includes any wheeled contrivance, propelled mechanically or otherwise and used for the conveyance by road of human beings and/or goods or property.

3. *Other Laws not affected.*—Nothing contained in these rules shall be so construed as to affect the due operation of any enactment for the time being in force or any rules made thereunder.

## II.—*Regulations for Entry and Exit of Vessel into or from Port.*

4. *Application for a Berth.*—Written application in respect of every vessel requiring berthing accommodation at the wharf shall be made to the Deputy Conservator by the Master or owner or Agent of the Vessel stating the vessel's name, the expected date of arrival, the cargo carried or whether in ballast and with full particulars of the vessels dimensions, draught, tonnage, and special features of equipment or construction.



5. *Allotment of Berth.*—A vessel shall have no claim to a berth in the Port until a berth has been specially allotted by the Deputy Conservator in writing. Allotment of any berth, in the Port shall be provisional until a vessel is actually ready to enter the Port and her suitability for and right to such berth is established to the satisfaction of the Deputy Conservator.

6. *Preference to Import Vessel.*—Vessels bringing imports shall be given preference over vessels visiting the port or waiting in the port for the purpose of loading export cargo.

7. *Slow Discharge of Loading.*—The Deputy Conservator may, at his discretion, direct any sea-going vessel to vacate her wharf or jetty when the rate of discharge or loading is in his opinion below the average rate of loading or discharge for similar cargoes or when the general interests of shipping and the maximum utilization of Port facilities demand such vacation.

8. *Movement of Vessel by Authorised Official.*—No sea-going vessel shall move into or out of; or within the port or to or from a jetty berth, unless she is in charge of a duly authorised Officer of the Port.

9. *Master to be in Command of Vessels.*—A vessel shall not be permitted to enter or leave the port or to be moved from one berth to another in the port unless the Master of such vessel or the Chief Officer holding a Master's certificate is on board and in actual command. Under exceptional circumstances, special arrangements shall be made by the Assistant Conservator.

10. *Orders etc. of the Assistant Conservator to be carried out.*—Master and Owners of vessels shall obey all directions of the Assistant Conservator in relation to the rotation and manner of approaching the Port Entrances and of coming into or going out of the Port.

11. *Vessels to be under Steam or Assisted by Tugs.*—A vessel shall not be permitted to navigate the Port channel or port unless propelled by her main engines or assisted when necessary by an efficient steam tug or tugs. In the event of insufficient steam power being provided by the Master or Owner, or whenever the Assistant Conservator deems it desirable, he may employ the port tug or tugs for duties in connection with any vessel navigating the port channel or the port and the Master or the Owner of such vessel shall pay the prescribed charges for the use of the tug or tugs.

12. *Application for leaving the Port.*—A written application shall be made to the Deputy Conservator by the Master or Owner or Agent of any vessel intending to leave the Port. Such application shall state the name of the vessels and its draught and shall be made at least six hours before the Pilot is required.

### III.—Regulations for Vessels within Dock.

18. *Master to place his Vessel into her Berth.*—The berth to be occupied by a vessel entering the Port shall be pointed out by the Assistant Conservator and the Master or the Owner shall place such vessel alongside such berth on his own responsibility. A Pilot will normally be put on board all vessels to assist the Master or the Owner in moving the vessel but his presence on board shall under no circumstances, place any responsibility on the Pilot of the Port.

14. *Responsibility of Master.*—While sea-going vessel is in the port, the Master shall arrange for the constant presence of a responsible Officer on board to ensure the observance of all rules and the discharge of all duties connected with the vessel or her cargo and to take every precaution against accident to life or limb or damage to property, and in particular,

- (a) To make his vessel securely fast to the bollards and other appliances provided for the purpose.

- (b) To keep the vessel so loaded and/or ballasted that she can be safely removed in the event of fire or other emergency.
- (c) To secure the hatch beams when in use and all hatches when not in use.
- (d) To provide proper light in those parts of the vessel where work is going on or where, owing to insufficient light injury to persons or damage to property might result.
- (e) To fix and keep securely fixed the gangway supplied by the Port during the whole time the vessel remains alongside the quay berth.
- (f) To hang between sunset and sunrise at least one lantern at each end of the gangway.

Masters and Owners of vessels shall be held responsible for all accidents which may for any reason whatsoever result from failures to adopt any of the foregoing precautions.

15. *Vessels to be in charge of Competent Persons.*—During such time as a vessel remains in Port the Master or the Owner or other responsible officer shall always be on board with sufficient crew to superintend and direct the carrying out of all duties in connection with the vessel or the loading or unloading of her cargo.

16. *Watchman to be kept on Deck.*—While in the Port a vessel shall always maintain a quartermaster or watchman on duty on deck who shall be stationed in charge of the vessel's shore gangway, and who shall attend:—

- (i) To the mooring ropes and lines of the vessel, and shall cause their adjustment from time to time as necessary on the rise or fall of the water.
- (ii) To the prevention of unauthorised person boarding the vessels.

In default, the Master or Owner of the Vessel shall be liable and responsible for any resultant damage.

17. *Vessels Propeller not to be worked.*—While a vessel is berthed or moored in the port her propeller shall not be moved either by power or hand without the previous written permission of the Assistant Conservator and subject to such conditions as he may direct. Master and Owners will be responsible for any damage that may result from the moving of the propeller by power or hand notwithstanding the fact that permission required by this regulation has been obtained.

18. *Repairing Vessels.*—Repairs to or work on any vessel in Port shall be carried out in such manner that no chipping scalings, pieces of wood or from or like loose substances or materials shall be allowed to fall into the Harbour, and a canvas shute or staging, shall in every instance be erected in order to effectively prevent any such loose materials as aforesaid from so falling. The Assistant Traffic Manager or the Assistant Conservator, may, prohibit shipping or repairs causing excessive noise between such hours of darkness as he may deem necessary.

19. *Goods etc. not to be allowed to fall into Port.*—No cargo, goods, ballast or other substance shall be thrown or allowed to fall into the water, from vessels alongside the wharves or elsewhere in the Harbour, and Master of the vessel shall, in the event of such occurrence, forthwith notify the same, in writing to the Assistant Traffic Manager and to the Assistant Conservator. At the discretion of the Deputy Conservator, such cargo, goods, ballast or other substance may be recovered or removed at the expense of the Master of vessel.

20. *Ashes, Rubbish etc. not to be allowed to fall into Port.*—No person shall throw from any vessel, nor shall the master of any vessel permit to be

thrown from such vessel into the Harbour, any ashes, clinker, sweepings or other rubbish. Nor shall any person discharge from any vessel, nor the master of any vessel, permit to be discharged from such vessel, any such thing into any boat or other vessel except through a canvas or other properly constructed chute to the satisfaction of the Assistant Conservator.

21. *Ashes, Rubbish, etc., not to be deposited on Quays etc. without permission.*—No person shall, without the written authority of the Assistant Traffic Manager, deposit upon any quay or pier, in a shed or in any part of the port, any ashes, ballast, baskets, bottles, cinders, dirt, dung, dust, refuse, rubbish, shavings, stones or other like loose material or substance. The aforesaid materials shall be landed on the quay in such place as may be indicated by the Assistant Traffic Manager whence it shall be removed to a place specially provided for the purpose by the Port at the expense of the Master or Owner of the vessel.

22. *Use of Inflammable Materials on Board Vessel.*—Pitch, resin, tallow or other inflammable materials shall not, on any account, be melted on board any vessel in the Port or on the quays, except in such manner, and in such places, as shall be appointed by the Assistant Traffic Manager or Assistant Conservator nor shall any pitch, tar, oil flax, okum, straw, shavings or other inflammable or combustible article be allowed to remain on the deck of any vessel, or on the quays, wharves or open areas in the port, other than those prescribed for the purpose.

23. *Bilge, water etc. not to be pumped into Port.*—No person shall pump or throw bilge or water of any description upon or against any wharf, or any filth, rubbish or refuse of any kind into the Harbour.

24. *Exhaust etc. Pipes.*—Exhaust steam or water from winches or other machines or engines on board vessels in Port shall be led down the side of the vessel to below the coping of the wharf by a hose or other effective appliance.

25. *Fenders.*—Fenders that will not float shall not be used over the side of any vessel. Floating fenders are provided by the Port to keep off the quay wall. These fenders are not to be lifted or removed by Masters of vessels or their stevedores.

26. *Masters etc. of vessels responsible for damage.*—Masters and owners of vessels shall be held liable for any damage whatever that shall have been caused by their vessels or servants to any of the work or property of the Port, and the port reserves the right to detain their vessels in the Port until security has been given for the amount of damage caused.

27. *Vessel etc. in Port at risk of Master*—All vessels within the Port lie at the risk of their masters or owners who shall be held responsible for any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking adrift from their anchors or moorings.

28. *Master's responsibility for acts of Crew, etc.*—Masters and owners of vessels shall be held liable and responsible for the acts of the crew and of any person or persons employed about or on board their vessels.

29. *Port accepts no responsibility for delay, etc.*—The Port accepts no liability or responsibility in respect of any detention of or delay to vessels, entering remaining in or going out of the Port or in the progress of vessels to or from the Port or for the detention or delay in the discharge of cargoes from vessels or for delay in loading of goods, for stoppage in the delivery of goods for any reason whatsoever.

30. *Notice regarding Outbreak of Fires on Vessels to be given by Masters, etc.*—In the event of any fire occurring on board a vessel in the port the master

or the owner or the agent shall give immediate notice thereof to the Deputy Conservator. Such notice shall be given in writing in the case of every fire, whether the fire occurs in cargo or in bunkers, and shall give details of measures which are taken or are being taken, to control and extinguish it.

31. *Use and Disposal of Equipment*—No stage, plank or other article provided by the port for the loading and or discharging of sea going vessels shall be used without an order from the Assistant Traffic Manager. All stages, planks and other articles provided by the port shall, when loading or discharging is completed, be replaced on the quay or jetty by the vessel using them, alongside it. All stages, planks and other articles not provided by the Port shall, when loading or discharging is completed, be removed by the vessel from the Port within 24 hours of the time of completion of that work.

IV.—*Regulations in respect of Quays and Sheds or the Loading and Unloading of Vessels and of the Receipt, Delivery and Shipment of Goods.*

32. *Permission to Work Vessel*.—Except with the permission of the Deputy Conservator no goods shall be landed from or shipped in, any vessel within the port.

33. *Work in Port under Assistant Traffic Manager*.—The loading and unloading vessels in the Port shall be subject to the control of the Assistant Traffic Manager.

34. *Breaking Bulk*—In the case of vessels bringing import cargo, the master or agent shall deposit a true copy of the General Manifest with the Assistant Traffic Manager before breaking bulk, and the master or tinda, or agent or owner shall immediately notify any or all subsequent amendments to the Assistant Traffic Manager.

35. *Supply of Labour by Agent for Working Goods in Port*.—The agent of the vessel shall provide the necessary labour for handling import or export goods and goods for transshipment in the port.

36. *Issue of Licenses to Stevedore*.—The Port Authorities shall, from year to year, issue licenses to approved firms or individuals for performing the work of stevedoring vessels in the Port and for handling cargo on the shore. The Port Authority shall be competent to revoke a license without assigning any reasons. No stevedore or landing contractor shall be allowed to work on board any vessel in the Port or on shore unless he holds a license for the purpose. Such license shall only be issued when the Port Authorities are only satisfied by inspection that the firm or individuals applying for license have sufficient and proper gear and appliances.

37. *Discharging or Loading of a Vessel to be under the Supervision of the Master or Stevedore*.—Cargo shall not be discharged from or shipped into any vessel in the port except under the direct supervision of the master or owner of the vessel or of a stevedore licensed by the Port Authority to perform such work in port. Such master or owner or stevedore shall be personally responsible or liable for any loss or damage arising from the careless or improper slinging of goods and shall in every instance observe the following precautions:

(i) That sling is laid down flat without turn or kinks before any goods are loaded therein

(ii) That after the sling has been made up and with the first strain on heaving up, the running loop is well beaten home with a wooden bar in order that the grip may be made secure.

38. *Supply of Gear*.—The vessel shall supply suitable gear of good quality and sufficient capacity to allow a reasonable margin of safety when dealing with

the cargo for which it is used. The Assistant Traffic Manager or any person working under him may prohibit the use of any gear which in his opinion is in any way defective or unsuitable for the cargo for which it is to be used.

39. *Receiving Sorting and Stacking of Import Cargo.*—The Assistant Traffic Manager shall allot an area to the Steamer Agents for the stacking of the import cargo and it shall be the responsibility of the agent of the vessel to receive charge of import goods landed from the vessel and undertake their proper stacking and shall hold such goods for delivery to the proper owner.

40. *Removal of the Goods from Pier.*—Removal of goods unloaded from a vessel in the Port shall be made immediately after their landing to the stacking area. Under no circumstances shall goods be permitted to remain on the Jetty and shall be removed by the agent of the vessel within 12 hours from the time of completion of discharge of the vessel.

41. *Delivery of Goods.*—To obtain delivery of goods person taking delivery shall—

(a) Present to the Assistant Traffic Manager's Office the Import Wharfage, Entry Form (Appendix A-1) in triplicate duly filled in, for assessment and payment of wharfage and other charges together with the completed Customs Bill of Entry.

(b) Hand over to the agents of vessel the original copy of the port wharfage entry duly receipted.

Agents of the vessels on being satisfied that all port dues have been paid and on being furnished with an acknowledgement for the goods, shall grant delivery of the goods to the consignee or his agent.

42. *Custody of Goods and Responsibility thereof.*—The goods although lying in the premises provided by the Port remain at the risk and responsibility of the steamer agents in the case of ships and the clearing agents in the case of goods landed from country crafts.

43. *Receiving and Stacking of the Export Goods.*—No cargo shall be brought for shipment and stacked on the premises of the port without previous permission of the Assistant Traffic Manager. Such permission shall only be granted on the definite understanding that the cargo shall lie within the premises of the port at the risk and responsibility of the owner.

44. Shippers must present to the Assistant Traffic Manager's Office the port Export challan (Appendix A-2) or transshipment challan (Appendix A-3) in triplicate for assessment and payment of wharfage and other charges together with the completed Customs Export Shipping Bill.

45. Goods brought for shipment must be stacked in a place set aside for such goods and shall be stacked in accordance with the directions of the Assistant Traffic Manager.

46. *Shipment of Goods.*—Goods for shipment shall not be permitted to be loaded on board any vessel in the Port by the Master of the vessel or tindals of the country craft until he is satisfied that all the port dues have been paid.

47. The master of a vessel or the tindal of a country craft shall hand over a copy of the export manifest to the Assistant Traffic Manager immediately on completion of loading of the craft.

48. *Clearance Certificates.*—No port Clearance shall be granted to any vessel until her owner or master or some other person has paid or secured to the Port Authority the amount of all port dues, fees and other charges, and all fines, penalties and expenses for which her owner or master is liable.

MISCELLANEOUS

49. *Quays etc. and Port Area.*—The quays, sheds and the land within the port area shall be under the charge of the Assistant Traffic Manager who shall be responsible for their management.

50. *Operation under Control of Assistant Traffic Manager.*—All operations connected with the landing or shipment of goods and with their storage in the sheds or open shall be under the direct control of the Assistant Traffic Manager. He shall have full control of goods lying within the port area and shall exclude improper characters, idlers and person having no specific business occupation within port limits and shall take whatever steps he may deem desirable for the proper maintenance of order within the port area.

51. *Working Hours.*—Working hours in the port shall be as follows:—

(a) Day: 8 A.M. to 12 Noon. 1 P.M. to 5 P.M.

(b) Night: 7 P.M. to 8 A.M.

Clearance of import cargo shall be permitted only between the hours of 9 A.M. to 4-0 P.M. except on special occasions permitted by the Assistant Traffic Manager.

*Holidays* —The sanctioned holidays recognised by the port shall be Sunday, and any special occasions sanctioned by the Port Authority from time to time.

52. *Work During Recess Hours.*—During the recess hours work shall only be permitted on application to and at the discretion of the Assistant Traffic Manager on payment of fees prescribed in the schedule of charges. Provided always that in cases where permission has been granted to continue working during the interval between day and night work and *vice versa*, night work shall be considered to have commenced at the expiration of day work and to have terminated on the commencement of the next day's work.

53. *Night and Holiday Work.*—Application to work at night, or on Sundays, or on holidays shall be made to the Assistant Traffic Manager, who shall on production of the necessary permission from the Customs Department, make necessary arrangements for the proper conduct of business, subject to payment at such rate as may, from time to time be prescribed in the schedule of charges. Applications for work on Sundays or closed holidays shall be made by 12 Noon on the day previous to the Sunday or the closed holiday. Application for night-work shall be accepted only upto 1 P.M.

54. *Refund of Charges.*—No claim for refund of any toll, due, rent, or charges shall be entertained unless the same is preferred in writing within six months from the date when such toll, due, rent, rate or charges were paid, unless it arises from an error on the part of an employee of the port.

55. *Issue of Licences to Carpenters.*—No person shall work as a carpenter on the port premises or shall take carpenter's tools or other instruments and appliances used for opening and repairing cases, without a license granted to him by the Assistant Traffic Manager.

56. *Issue of Licenses to Hawkers.*—No person shall take on to the premises of port or on board any vessel any goods with the object of selling the same without a license from the Assistant Traffic Manager. The Assistant Traffic Manager may issue licenses to approved persons, which shall be renewable every year, provided such persons shall have first obtained the approval in writing, from the Collector of Customs, provided that the possession of such a license shall not entitle the holder to go on board a vessel without the permission of the master owner or agent of the vessel.

57. *Porters Licenses.*—Passengers' baggage shall be allowed to be landed at or shipped from the wharves by passengers personally or by porters licensed by the Assistant Traffic Manager for the purpose.

58. *Scale of Charges by Licensed Porters.*—Licensed porters shall wear a badge on their right arm showing the number of their licenses and shall not charge more than 3 annas per package to and from vessels.

59. *Licenses to be Carried.*—The licensed porters shall carry their licenses on their persons and shall produce the same for inspection whenever called upon to do so. Licenses shall be renewable yearly and may be withdrawn at anytime by the Assistant Traffic Manager at his discretion. In the event of any withdrawal of license by the Assistant Traffic Manager no compensation of any kind or refund of any fee levied for the purpose shall be payable.

60. *Speed of Vehicles.*—All vehicles moving within the port shall do so at a speed not exceeding 5 miles per hour.

61. *Smoking etc.*—Smoking and the use of any unprotected fire, or light in any shed or warehouse or wharves or jetties is strictly prohibited.

62. *Obstructing Port Officers on Duty.*—No person shall molest, assault, resist, hinder, obstruct, impede or interrupt or offer or attempt to molest, assault, resist, hinder, obstruct, impede or interrupt any employee of the port in the execution of his duty or disobey his lawful order or use abusive or offensive language or aid or incite anyone to do so.

#### APPENDIX A-1

##### IMPORT

##### Wharfage Entry

To

The Assistant Traffic Manager,  
Kandla Port-Kutch.

Sir,

Please permit to be landed at the following  
goods imported by the S.S. "

from Under Customs  
Entry No. dated 19

Kandla

19

No.	Marks and description of goods	Measurement, weight or quantity	Wharfage Fees		
			Rate	Per	Amount
1	2	3	4	5	6

No.

dated

19

I do declare that the contents of this  
Bill of Entry are truly stated.

Assessor

Examiner

Weighing-man

Registered Clerk

Cashier

Supervisor (in case of an amount of Rs. 500 and over).

## APPENDIX A-2

## EXPORT

*Shipping Bill 1886*

To

The Assistant Traffic Manager,  
Kandla Port-Kutch.

Sir,

Please permit to be shipped from  
the following goods for  
on board the

,dated

19

Under Customs Entry

No.

Kandla

19

No.	Marks and description of goods	Measurement, weight or quantity	Wharfage fees		
			Rate	Per	Amount
1	2	3	4	5	6

No.

dated

19

I do declare that the contents of this Shipping  
Bill are truly stated.

~~Assessor~~~~Examiner~~

Weighing-man

Registered Clerk

~~Cashier~~

Supervisor (in case of an amount of Rs. 500 and over).

## APPENDIX A-3

*Transhipment Entry*

To

The Assistant Traffic Manager,  
Kandla Port-Kutch.

Sir,

Please permit to be transhipped from the  
to the

the following goods under

Customs transhipment permit No.

dated

19



## Kandla

19

No.	Marks and description of goods	Measurement, weight or quantity	Wharfage Fees		
			Rate	Per	Amount
1	2	3	4	5	6

No.                      dated                      19                      .

We do declare that the contents of this Transhipment Entry are truly stated.

Assessor

Examiner

Weighing-man

Registered Clerk

Cashier

Supervisor (in case of an amount of Rs. 500 and over)

[No. 14-P(35)/50-I.]

**S.R.O. 129.**—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Central Government is pleased to make the following rules for the Port of Kandla, the same having been previously published as required by sub-section (2) of the said section, namely:—

**RULES****KANDLA PORT RULES****PART I —PRELIMINARY**

1. *Short Title.*—(1) These rules may be called the Kandla Port Rules, 1950.
- (2) They shall apply within the port limits only.
2. *Definitions.*—In these rules, unless there is anything repugnant in the subject or context—
  - (a) “Asstt. Conservator” means the officer appointed by the Government of India to hold charge under the supervision of Dy. Conservator of the berthing, piloting and mooring of all vessels within the limits of the Port.
  - (b) ‘boat’ means every kind of small craft not mechanically propelled.
  - (c) ‘Cargo boat’ means any boat which ordinarily carries all kinds of moveable or personal property including animals.
  - (d) ‘Day break’ means half an hour before sunrise.
  - (e) ‘dark’ means half an hour after sunset.
  - (f) ‘Deputy Conservator’ means the Officer acting under the authority of the Conservator of the Port.
  - (g) ‘ferry steamer’ means every description of inland steam vessel which regularly plies on a fixed route within or partly within and partly without the port.
  - (h) ‘flat’ means a decked-in boat which can ply only in tow.

- (i) 'Master' when used in relation to any vessel, means any person (except a pilot or harbour master) having for the time being the charge or control of the vessel.
- (j) 'passenger boat' means any boat which ordinarily carries other persons in addition to the crew.
- (k) 'Port' means the Port of Kandla as described in rule 4.
- (l) 'sea-going vessel' means every description of vessel used in sea navigation or notified as sea going by the competent authority.
- (m) 'small crafts' means every description of vessel not being a sea going vessel or an inland steam vessel, which is used for the conveyance by water of human beings or of property.
- (n) 'steam vessel' means every description of vessel propelled wholly or in part by the agency of steam or other mechanical means.

3. *Other Laws not affected.*—Nothing contained in these rules shall be so construed as to affect the due operation of any enactment for the time being in force or any rules made thereunder.

4. *Limits of Kandla Port.*—For the purpose of these rules, the following are declared to be the limits of the Port of Kandla under section 4 of the Indian Ports Act, 1908.

*On the West.*—By a line South South-Westerly from the village of Shinaya to the point where the meridian of 70°00' East Long. cuts the coast line and thence 180° along the meridian to Latitude 22° 46·5' North.

*On the South.*—By a line drawn at 68° from the position Lat. 22° 46·5' North Long. 70°00' East to a Beacon in Lat. 22° 56', North, Long. 70° 19·3' East thence along the south coast of Sathsaida Bet to the centre of Hansthal Creek.

*On the East.*—By a line drawn from the centre of Hansthal Creek to the Centre of Chha Creek until longitude 70° 38' East and thence north along the meridian of latitude 23° 12·5' North.

*On the North.*—By the parallel of Latitude of 23° 12·5' North to Longitude of 70° 18' East thence southwestward to the meeting of the Gandhidham Township Boundary and the Churwa River, along the southern limit of the township boundary to a point North East from Shinaya and thence to the village of Shinaya.

5. *Vessels entering or leaving or being moored in Port.*—Pilots shall take vessels to sea from berth to sea and *vice versa*.

6. *Restrictions on lowering of ladder.*—When a vessel is in pilotage charge no ladder either accommodation or plot should be lowered except with the permission of the pilot.

7. *Vessels to keep clear of vessels entering port.*—All vessels shall keep clear of vessels about to enter or leave the port.

All vessels leaving port shall keep clear of vessels entering the port unless hampered by draft when the ordinary practice of seamen is adopted.

Vessels under way shall have both bower anchors and cables clear and ready for use if required.

8. *Berths, Station or Anchorage in Port.*—All vessels within the port shall be bound to take up such berths as may be appointed for them by the Dy Conservator and shall change their berths when required by that authority.

9. *Removal and placing of anchors etc.*—Anchors shall not be allowed to remain cockbilled and square spars shall not be allowed to hang alongside or astern of vessels.

10. *Vessels taking in particular cargo.*—Vessels taking in or discharging ballast, or any kind of cargo within the Port, shall be bound to take up such berth as the Dy. Conservator may direct.

11. *Protection of hatchways*—Vessels when not working cargo at night shall have all open hatchways protected by stout netting.

12. *Keeping Free passages.*—Free passages shall be kept to all piers, jetties, landing places, wharves, quays, mooring and other works, and all vessels and boats shall be bound to move, when required to clear such passages.

13. *Clear space in front of landing places.*—A clear space, at least 30 yards in width, shall be preserved in front of all landing places.

14. *Approaches to pier and landing places not to be obstructed.*—Boats, whether ship's boats or boats plying for hire shall not lie alongside any of the pier or landing places longer than is actually necessary to embark or land passengers and their baggage etc., but will anchor or lie-off at a distance of at least 30 yards from such pier or landing place, in order that the approaches thereto may not be obstructed.

15. *Projection of rafts.*—Rafts of timber made fast to vessels shall not be allowed to extend more than one hundred feet from the stern, or more than fifty feet from the sides of such vessels.

16. *Wide berth to dredgers and hoppers.*—Vessels and boats approaching or passing dredgers and hopper barges exhibiting the 'not under control' signal shall give such dredgers and hopper barges a wide berth and shall avoid all interference with their operation.

17. *Sounding of steam whistle.*—Every ocean-going vessel or tug towing an ocean-going vessel when passing through the Harbour channel shall sound the steam whistle at short intervals as a warning to other vessels to get out of the way, and a vessel at anchor in the stream shall do likewise when getting under way, and it shall be the duty of all such other vessels to see that a free passage is preserved through the harbour channel for every such ocean-going vessel or tug towing an ocean-going vessel.

18. *Regulation of anchoring, mooring, etc.*—All vessels within the Port shall moor and unmoor or anchor in accordance with the orders of the Dy. Conservator.

19. *Length of cables.*—Vessels, when moored in port, shall have not less than 60 fathoms on each cable and shall keep a clear Hawse.

20. *Cables to be ready to be hove up.*—Vessels when moored with two anchors shall have both cables ready to be hove up immediately if required.

21. *Second anchor.*—Vessels at single anchor shall have a second anchor ready to let go and while laid up in the stream shall sight their anchor every three weeks.

22. *Regulation of Moving and Warping.*—All vessels within the port shall be moved or warped from place to place as required and by such means or appliances as may be ordered by the Dy. Conservator.

23. *Casting off of warp.*—A vessel shall not cast off any warp made fast to her in order to assist the mooring of another vessel without permission from the pilot in charge of such other vessel.

24. *Pressure of steam.*—Masters of vessel, entering or leaving the Port, shall be responsible for the maintenance of sufficient pressure of steam to work their engines at full speed, ahead or astern as may be required until such times as their vessels are berthed in Port or are clear of the Port channels.

25. *Regulation of the use of mooring, buoys, etc.*—No vessel belonging to private owners shall moor at a buoy or take up any of the anchorages without the previous permission of the Dy. Conservator.

26. *Regulation of cargo, passenger and other boats etc.*—Cargo boats, laden or empty, in more than 2 tiers of two in each tier shall not be permitted to hang astern of any vessel without the permission of the Dy. Conservator.

27. *Number of boats which may be made fast to vessels.*—The master or other person in charge of any vessel, at anchor or moored in the port shall not allow more than 10 cargo or other boats to be made fast to such vessels.

28. *Precautions for avoiding collision.*—When two boats, one propelled by sails and the other by oars, are proceeding on a course which, if continued will involve risk of collision, the boat propelled by oars shall keep out of the way of the other, but the boat under sail shall use every precaution to avoid accident and, if necessary, shall alter her course.

29. *Steam boats to keep clear of other boats.*—Tugs when not towing, launches and all boats propelled by steam or other mechanical power shall keep out of the way of all boats not so propelled.

30. *Regulation lights.*—Tugs, launches and all vessels, however propelled, shall carry the regulation lights.

31. *Steering of mechanical vessels.*—Tugs, launches and all vessels, propelled by steam or other mechanical means shall be steered from forward of the centre of the vessel, except small motor launches or steam cutters which may be steered from aft. In all cases the helmsman shall be so placed that he may command a clear lookout ahead.

32. *Regulation of the use of fires and lights.*—Fire shall not be allowed on board any boat lying within 50 yards of the wharves or jetties.

33. *Heating of pitch.*—Pitch may be heated in the boats alongside or astern of vessels in port, it must under no circumstances be heated on board such vessels.

34. *Unprotected lights not allowed.*—Unprotected lights shall not be allowed on deck or in any cargo compartment of vessels in port loading cotton.

35. *Storing of spirits and other oils.*—Spirits, oils, paints, spirits of turpentine and all inflammable substances shall be stored on board vessels in port in a place of security.

36. *Exhibition of lights.*—All vessels of whatever rig or denomination when underway or at anchor in port shall exhibit the lights required by the regulations.

37. *Sounding of whistles or sirens.*—Whistles or sirens shall not be sounded on board any tug, launch or other vessel within 200 yards of any quay, pier or landing place in port except for the purpose of giving warning of proximity or approach to any other vessel.

38. *Dredgers to carry signals day and night.*—Dredgers at work laying out chains or not under control and hopper barges, similarly employed in attendance on such dredgers and not under control shall carry the regulation signals day and night.

39. *Signals of vessels while employed in towing.*—A steam or other vessel when employed in towing a target, shall by day show from her mast head a square red flag and from one of her yard arms, two red globes of spherical shapes abreast of each other, the shapes being each at least four feet in diameter. Such vessels when similarly employed shall by night show a red light in place of the flag at her mast head and two red lights in place of globes or shapes at either yard arm in addition to her usual mast head and side lights. All vessels shall give such vessels a wide berth and avoid passing under her stern or between her and the target.

40. *Signals in case of fire.*—Whenever a fire occurs on board any vessel within the limits of the port or whenever any vessel within such limits is in distress,

or requires assistance from other vessels or from the shore, the signals as required in the international code of signals shall be hoisted. Over heating or smouldering of coal or other cargo in holds or bunkers is to be immediately reported by letter or in person to Deputy Conservator, and no vessel in this condition may be taken into port without the permission of that officer.

41. *Signals according to international code*—The signals as prescribed in the international code of signals are to be used in the port and such signals as may be required and necessary shall be hoisted, displayed and observed, as the case may be, by the master of the vessel entering or leaving the port whilst in pilotage charge. The master shall hoist or display in such position as the pilot in charge shall direct.

42. *Regulation of number of crew*.—All vessels afloat within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up yards, striking mast and yards, etc in case of emergency arising.

43. *Regulation of the employment of persons engaged in cleaning vessels etc*—Master of vessels shall not send any person or persons into the bilges or other confined spaces or board their vessels until such necessary precautions as are laid down in the subjoined directions and extracts from the Admiralty Regulations shall have been taken.

#### DIRECTION

(a) Unless proper precautions are taken persons sent down to scrape the bilges of vessels may lose their lives through asphyxia from the inhalation of mephitic gas. The Masters of the vessels are, therefore, directed to guard against accidents by pumping water in and out of the bilges, opening the manhole doors (under proper precautions) so as to ventilate the bilges, and by such other means as may be necessary in each particular case, and they are to prevent person from entering the bilges until these precautions have been taken. The particular attention of Masters of vessels is drawn to the above direction, as well as to the advisability of telling off some competent person to see that no one enters the bilges until the bilge water has been pumped out and that tindals in charge of boys who are to work in the bilge properly carry out all orders given them in this respect. The pumping out of bilge-water will not be permitted in the Port.

#### EXTRACT FROM ADMIRALTY REGULATIONS

*Men clearing and coating double bottoms*—(1229) The following precautions are to be observed while men are engaged in cleaning and coating the double bottoms of an iron ship—

- (a) The air fan with hose is to be freely used for pumping in fresh air before the men are sent down and while they are at work.
- (b) A leading stoker is to be responsible under the Engineer in charge of the party that no man enters a compartment unless a light has been held in and left at the bottom of the compartment for at least five minutes, to ascertain the purity of the air.
- (c) Still greater caution is required when the compartment has only one exit.
- (d) Communication is always to be kept up between the men in the inner compartment and those who have access to the outer air end.

- (e) The men are to be warned that they should leave a compartment immediately the light begins to burn dimly; a candle is to be supplied to each party as a surer test than a lamp, since it might be thought that a lamp burnt dimly for want of trimming.

The same precautions are to be taken when examining Boilers and Bunkers.

[No. 14-P(85)/50-II.]

J. K. ATAL, Dy. Secy.

### MINISTRY OF WORKS, MINES AND POWER

*New Delhi, the 1st June 1950*

**S.R.O. 130.**—Shri M. P. Pai, I.C.S., Secretary, Ministry of Works, Mines and Power is appointed Member and Chairman of the Central Electricity Authority, *vice* Shri K. B. Gokhale, I.C.S.

[EL-II-1(92).]

**S.R.O. 131.**—In exercise of the powers conferred by the proviso to sub-section (4) of Section 1 of the Electricity (Supply) Act, 1948 (Act LIV of 1948), the Central Government is pleased to extend the period of two years referred to therein upto the 31st day of March 1951 in respect of all the States.

[EL-II-1(35).]

A. R. KHANNA, Dy Secy.

*New Delhi, the 1st June 1950*

**S. R. O. 132.**—In exercise of the powers conferred by section 5 of the Mines and Minerals (Regulation and Development) Act, 1948 (LIII of 1948), the Central Government is pleased to direct that the following further amendment shall be made in the Mineral Concession Rules, 1949, namely:—

In rule 53 of the said Rules, for the figures, words and brackets “XXXVI-Miscellaneous Department—Miscellaneous—(Central)” the figures and words “XXXVI-Miscellaneous Departments—Miscellaneous—Central—Mineral Concession fees” shall be substituted.

[M. II-155(92)-1.]

**S. R. O. 132.**—In exercise of the powers conferred by section 5 of the Mines and Mineral (Regulation and Development) Act, 1948 (LIII of 1948), the Central Government is pleased to direct that the following amendment shall be made in the Petroleum Concession Rules, 1949, namely:—

For rule 67 of the said Rules the following rule shall be substituted, namely:—

“67. An application for revision under rule 66 shall be accompanied by a Treasury receipt showing that a fee of Rs 100 has been paid into a Government Treasury or in any branch of the Imperial Bank of India doing the treasury business to the credit of the Head “XXXVI-Miscellaneous Departments—Miscellaneous (Central)—Petroleum Concession fees.”

[M. II-155(92)-2.]

*New Delhi, the 2nd June, 1950*

**S. R. O. 134.**—In exercise of the powers conferred by sub-section (3) of section 3 of the Coal Mines Safety (Stowing) Act, 1939 (XIX of 1939), the Central Government, on the recommendation of the Indian Mining Association, is pleased to nominate Mr. J. Latimer of Messrs. Macneill and Barry Ltd., Calcutta, as member of the Coal Mines Stowing Board *vice* Mr. W. H. S. Michelmores.

(P-8.)

M. MALHOTRA, Asstt. Secy.

*New Delhi, the 3rd June, 1950*

**S. R. O. 135.**—In exercise of the powers conferred by sub-section (1) of section 36 of the Indian Electricity Act, 1910 (IX of 1910) and in supersession of the notifications of the Government of India in the Ministry of Works, Mines and Power, Nos. EL-II/207(1), dated the 2nd September 1947, EL-II/207(3), dated the 6th October 1947 and EL-II/207(4), dated the 11th April 1949, the Central Government is pleased to appoint Shri H. K. Bhattacharjee and Shri Nabaprasanna Ghosh, Junior Electric Inspectors of Mines, Mines Department and Shri P. C. Sarkar, Electric Inspector of Mines, Mines Department, to be Electric Inspectors and to direct that they shall in relation to mines exercise the powers and perform the functions of Electric Inspectors under the said Act in the States of Madras, West Bengal, Bihar, Orissa, Madhya Pradesh and Assam.

[EL-II/207(7)].

M. P. PAI, Secy.

